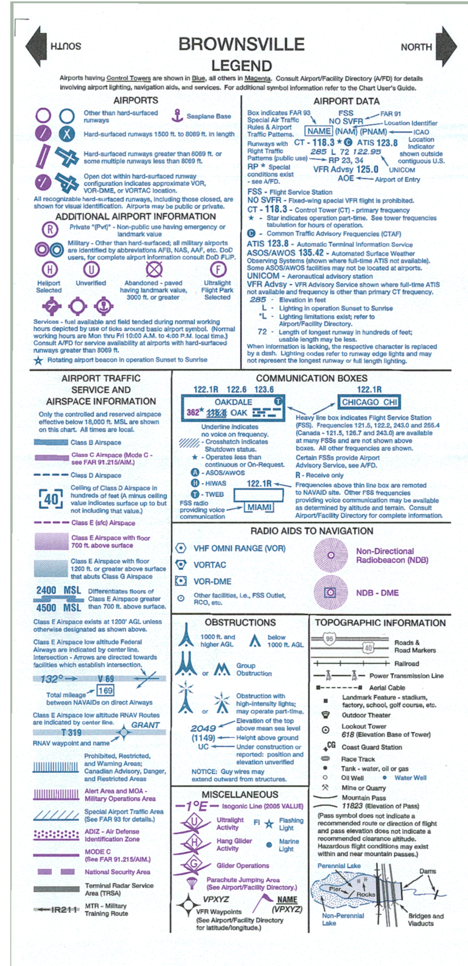
BROWNSVILLE

LEGEND



BROWNSVILLE SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 25°20' and 30°40'

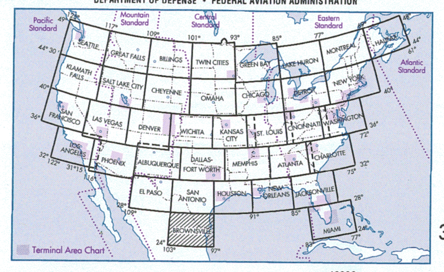
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

85TH EDITION EFFECTIVE 0901Z 3 JUN 2010 TO 0901Z 18 NOV 2010

Includes airspace amendments effective 3 JUN 2010 and all other aeronautical data received by 8 APR 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet
Auxiliary contours 100 foot intervals

HIGHEST TERRAIN elevation is 12306 feet located at 25°22'N - 100°33'W

Spot elevation 4254
Approximate elevation . . . . x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

CONVERSION OF ELEVATIONS

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National Aeronautical Navigation Services
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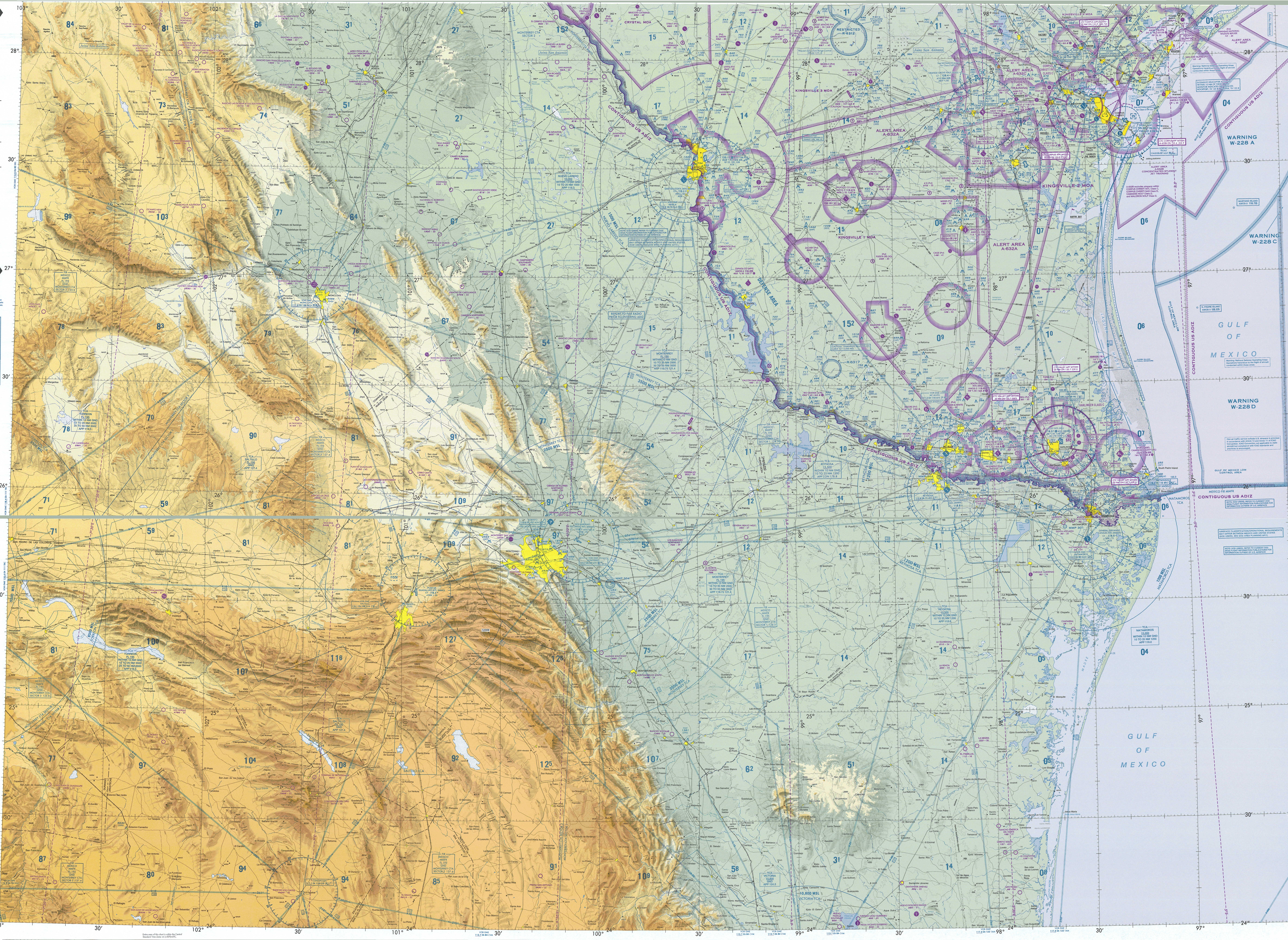
NSN 7641014100165

EFF. DATE 10154

NGA REF. NO. SECXXBROWNSVLE



PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

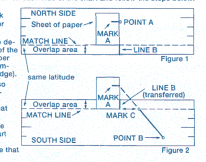
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)



CONTROL TOWER FREQUENCIES ON BROWNSVILLE SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BROWNSVILLE/SOUTH PADRE ISLAND INTL	0600-2400	118.9 239.3	121.9	128.55	
CABANISS NOLF	0730-2200 MON-THU (0730-2300 DST) 0730-2000 FRI	119.65 299.6			
CORPUS CHRISTI INTL	CONTINUOUS	119.4 257.8	121.9 269.15	126.8	
CORPUS CHRISTI NAS/ TRUAX	0730-2230 MON-THU (0700-2300 DST) 0730-2000 FRI (0700-2000 DST) CLSD SAT-SUN & HOL O/T BY NOTAM	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	114.0 127.9 290.9	ASR/PAR
DEL NORTE INTL	0700-2400	118.6		127.55	
GEN LUCIO BLANCO INTL	0700-1900	118.8			
GEN MARIANO ESCOBEDO INTL	CONTINUOUS	118.1	121.9	127.7	
GENERAL SERVANDO CANALES/MATAMOROS INTL	0800-2000	118.0			
KINGSVILLE NAS	0730-2330 MON-THU 0730-1730 FRI CLSD SAT SUN & HOL BY NOTAM	124.1 377.05	239.05	276.2	ASR/PAR
LAREDO INTL	0600-2400 MON-FRI 0700-2000 SAT 0800-2000 SUN	120.1 257.9	121.8	125.775	
MC ALLEN MILLER INTL	0600-2400	118.5 256.9	121.8	128.5	
ORANGE GROVE NALF	0800-1600 MON-THU 0800-1430 FRI CLSD SAT-SUN & HOL	128.4 318.85	229.4	254.325	
PLAN DE GUADALUPE INTL	0700-2100	118.4			
QUETZALCOATL INTL	0800-2000	118.3			
VALLEY INTL	0600-2400	119.3 317.6	121.7	124.85	
WALDRON NOLF	0730-55 MON-FRI	133.85 236.825			

CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CORPUS CHRISTI INTL CLASS C	120.9 348.725 (RWY 13 & 17 340°-045°) 120.9 348.725 (RWY 31 & 35 270°-045°) 124.8 273.45 (RWY 13 & 17 150°-339°) 124.8 273.45 (RWY 31 & 35 150°-269°) 125.4 307.9 (046°-149°)	CONTINUOUS
HARLINGEN CLASS C	120.7 239.0	0600-2400, O/T CLASS G
CORPUS CHRISTI NAS/ TRUAX RADAR	120.9 348.725 (RWY 04, 13L, 13R & 17) 125.4 307.9 (RWY 22, 31L, 31R & 35)	CONTINUOUS
KINGSVILLE NAS RADAR	119.9 290.45 O/T 128.15 350.3 HOUSTON CNTR	0730-2330 MON-THU 0730-1730 FRI CLSD SAT SUN & HOL BY NOTAM
ORANGE GROVE NALF RADAR	119.9 290.45 O/T 128.15 350.3 HOUSTON CNTR	0730-2330 MON-THU 0730-1730 FRI CLSD SAT SUN & HOL BY NOTAM

O/T indicates Other times

SPECIAL USE AIRSPACE ON BROWNSVILLE SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL - Flight Level. NO A/G - No air to ground communications. Contact nearest FSS for information.

† Other times by NOTAM. NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-6312	TO FL 230	SR TO SS†	HOUSTON CNTR	
R-6317	TO 15,000	CONTINUOUS	HOUSTON CNTR	
W-228 A	TO FL 450	CONTINUOUS	HOUSTON CNTR	
W-228 C	TO FL 450	CONTINUOUS	HOUSTON CNTR	
W-228 D	TO FL 450	CONTINUOUS	HOUSTON CNTR	
A-632 A	6000 TO BUT NOT INCL FL 180	SR-2300 MON-FRI SR-SS SAT 1200-SS SUN	NO A/G	
A-632 B	TO BUT NOT INCL FL 180	0700-2400	NO A/G	
A-632 C	TO BUT NOT INCL FL 180	SR-2400 MON-FRI	NO A/G	
A-632 D	6000 TO BUT NOT INCL 11,000	SR-2400 MON-FRI 1400-2400 SUN†	NO A/G	
A-632 F	3000 AGL TO BUT NOT INCL FL 180	0700-2400 MON-SAT	NO A/G	

MEXICO P-PROHIBITED

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
MMP 301	MATAMOROS	TO 1000	CONTINUOUS	DGAC SENEAM
MMP 302	GASERA	TO 1500	CONTINUOUS	DGAC SENEAM
MMP 304	CADEREYTA	TO 4000	CONTINUOUS	DGAC SENEAM

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CRYSTAL	6000	0700-1800	HOUSTON CNTR	
KINGSVILLE 1	8000	SR-2400 MON-FRI SR-SS SAT 1000-2400 SUN	HOUSTON CNTR	
KINGSVILLE 2	13,000	SR-2400 MON-FRI SR-SS SAT 1000-2400 SUN	HOUSTON CNTR	
KINGSVILLE 3	8000	SR-2400 MON-FRI 1400-2400 SUN	HOUSTON CNTR	
KINGSVILLE 4	9000	SR-2400 MON-FRI 1400-2400 SUN	HOUSTON CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

HIGH DENSITY HELICOPTER ACTIVITY AREA FREQUENCIES

INGLESIDE, TX	122.8
ROCKPORT, TX	122.8

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 12⁵

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.
Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.
Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

AIRSPACE CLASSIFICATION/OPERATIONAL REQUIREMENTS MAY DIFFER BETWEEN MEXICO AND UNITED STATES (DOD USERS, SEE DOD AREA PLANNING AP/1)

NOTE: DOD USERS, REFER TO CURRENT DOD (NGA) FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF guard 243.0, and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.
Example: POWER PLANT
The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned.
Mail to: FAA, National Aeronautical Navigation Services, SSMC-4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

BROWNSVILLE